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[redacted] 2599-67 25X1A
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25 September 1967

MEMORANDUM FOR THE RECORD

SUBJECT: Critique for OXCART Mission Number BX6722

1. Subject mission critique was conducted in the OSA Control Center at 1330 hours, 21 September 1967.

2. Mission Data:

- a. Mission Number : BX6722
- b. Date Flown: 16 Sept 1967
- c. Area of Operation: North Vietnam
- d. Mission Success: Successful
- e. Pilot's Name: [redacted]
- f. Aircraft Number: 129
- g. Primary or Spare Flown: Primary
- h. Take-off Time - Planned: 0245Z
Actual: 0244Z
- i. Landing Time - Planned: 0637Z
Actual: 0645Z
- j. Time Enroute - Planned: 3+52
Actual: 4+01
- k. Departure Base: Kadena AB
- l. Landing Base: Kadena AB
- m. Equipment: [redacted]

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(2) Spare Same as Primary

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3. Operations:

a. Route (INS Plot vs Planned): Satisfactory

- (1) Comments: Excellent Track
- (2) INS Terminal Error: 2.2 NM
- (3) INS Spec Error: 9.9 NM

b. Mission Generation & Operational Support: Satisfactory.

c. Comments: Pilot took option turn due to suspected fuel guage error.

4. Weather:

a. Forecast vs Actual:

- (1) Weather worse than briefed.
- (2) Comments: Cat III forecast over target area however, at 0145Z information from 417 showed IV patchy III in first 50% of first pass. Forecast amended to reflect the 417 data except improvement to III patches of IV in first part of first pass. ESSA data from Kadena indicated Cat II. Clouds continued to increase due to increased easterly flow resulting in worse than forecast conditions.

b. Weather Scout Reporting: Satisfactory

5. Intelligence:

a. Target Coverage:

- (1) 9 of 30 programmed targets covered.
- (2) 3 first priority SSM targets of 9 covered.
- (3) 11 of 27 first priority NVN COMOR targets covered.
- (4) 22 SAM sites, 4 sites occupied, no new sites.
- (5) 6 other priority NVN COMOR targets covered.
- (6) Comments: In view of existing weather, intelligence collection was excellent. Data of last take annotations by [] indicates library not up to date.

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b. Quality of Take: Satisfactory

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(1) Resolution - ON not available (due in NPIC 21 Sep 67). Resolution up to par with previous missions; however, due to malfunction of programmer tape, exposure was about 1/2 stop under ideal.

(2) Camera Operation - Programmer tape failed to operate after preflight. Failure was caused by a faulty drive motor within the head of the control panel. No other discrepancies were noted.

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e. Take Movement:

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(1) Photography: Satisfactory

(2) []

(3) Comments: Photography processed at [] Take delivered to Washington 48 hours after landing.

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6. Material:

a. Aircraft General: Satisfactory

b. Aircraft Systems: Satisfactory

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(1) Comments: Type I (F) control head drive motor failed. Programmer tape did not transport thereby providing a constant exposure setting of that base line of the pre-flight point. The new base line has been changed from 1/240 to 1/190 or as stated in [] (exposure settings).

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(2) Spurious signals on [] could not be identified.

7. Communications: Satisfactory

a. Message Traffic: Satisfactory

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c. UHF/HE Commo: Satisfactory

d. HFSSB Commo: Poor; probably due to propagation conditions that existed during mission.

8. Significant Actions Taken:

a. Hqs flight plans will include minimum fuel remaining at option turn point to recover at Kadena with 10 M fuel. If above minimum fuel pilot will fly full route to reduce tracking vulnerability.

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b. A comparison of spurious [] signals received on BX6716 and BX6722 will be made in an attempt to identify signal source (Actionee: OEL and DM/Avionics).

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9. Outstanding Actions Required: Procedures must be developed to expedite mission data from NSA to OEL. [] library of reconnaissance activity should be up dated. (Actionee: []) .

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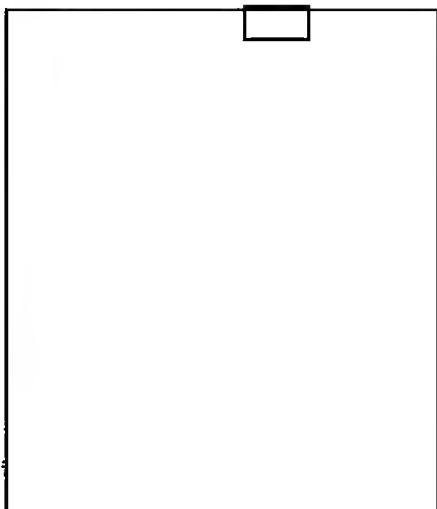
for WILLIAM E. SHELTON
Colonel, USAF

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